



Final Plan Document Available

The complete final Southeast Twin Falls Regional Corridor Plan is available on the project web site: SETwinFalls.com.

For additional information on the Plan, contact Bob Humphrey at ITD District 4 216 So. Date, Shoshone, ID - 886-7800 .

Planning Steps & Schedule

Step #1 Stakeholder Interviews	Sept / Nov 02
Public Workshop #1 <i>Project Kick Off—Identify Issues</i>	November 13, 2002
Step #2 Research Existing Conditions / O/D Survey	Nov 02 to Feb 03
Step #3 Document Existing / Projected Environment / Land Use	Nov 02 to Feb 03
Step #4 Analyze Future Travel Demand and Performance	Dec 02 to Jan 03
Step #5 Develop Corridor Purpose & Need Statement	Feb to April 03
Public Workshop #2 <i>Corridor Goals and Alternatives</i>	April 03
Step #6 Generate Alternatives	Mar to June 03
Public Workshop #3 <i>Confirm Draft Feasible Alternatives</i>	August 03
Step #7 Evaluate to identify Most Feasible Alternatives	July to Sept 2003
Step #8 Analyze to determine Recommended Alternatives	Sept to Nov 03
Public Workshop #4 <i>Confirm Most Feasible Alternatives</i>	December 17, 2003
Step #9 Prepare Draft Corridor Plan	Jan / Feb 04
Public Workshop #5 <i>Present Draft Corridor Plan</i>	April 5, 2004
Step #10 Prepare Final Corridor Plan	May 2004

Study Description

"Corridor Plan Completed"

The purpose of the Southeast Twin Falls Regional Corridor Study (the Study) was to identify the most desirable, effective and feasible transportation route(s) and solutions to meet existing and future transportation needs between US 93 at Jackpot, Nevada and the junction of SH 50 and I-84 east of Twin Falls. The study area included portions of US 93, SH 50, US 30 and SH 74, along with the communities of Jackpot, Hollister, Rogerson, Kimberly, Hansen and the southeast portion of Twin Falls.

The Study has:

- ♦ Determined purpose and need for transportation routes
- ♦ Reviewed existing traffic and land use conditions
- ♦ Surveyed traffic origin/destination
- ♦ Projected future travel needs
- ♦ Identified alternatives
- ♦ Determined feasible solutions and
- ♦ Developed draft and final recommendations

The planning process involved a Study Task Force which included representatives from local governments and key stakeholders to provide guidance in the process, a Technical Advisory Committee with representation from agencies and interested parties to provide technical input and review.

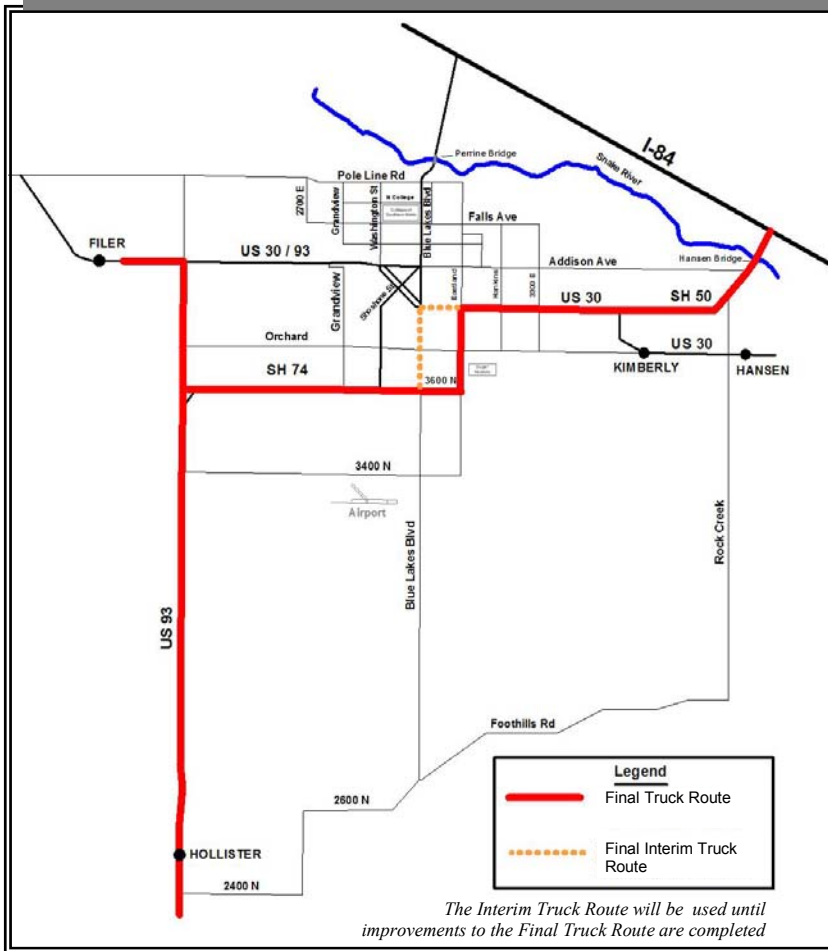
In addition, the process provided ongoing opportunities for input from the general public through workshops, comment forms, media information and the project web site.

The final plan includes both project and policy recommendations. The project recommendations include the determination of a regional truck route on existing roads, due to the results of the Origin and Destination Survey which did not show the need for a new roadway. The final plan also identifies a prioritized list of improvement projects at specific intersections and roadway segments. Finally, the policy recommendations provide guidance for local entities to support implementation of the plan. The truck route, list of prioritized projects and policy recommendations are shown on the back of this summary.

Now that the plan is completed, it will be used by the Idaho Transportation Department, Twin Falls Highway District, Twin Falls County, City of Twin Falls, other corridor communities and management entities to guide project development and coordination of efforts to implement the plan recommendations.

Final Truck Route

US 93 / SH 74 / EASTLAND AVE. / US 30 / SH 50 / I-84



Policy Recommendations

- Develop & implement an access control plan for key Corridor routes
- Require developers to preserve setback to accommodate Corridor projects
- Develop & implement guidelines for requiring developers to conduct traffic impact studies
- Preserve setback on Hankins Road to allow for potential future roadway development
- Incorporate plan recommendations into local comprehensive plans and master street plans
- Incorporate bike and pedestrian facilities as appropriate
- Develop & implement guidelines for requiring developers to complete a fiscal analysis to determine the impacts to city services
- **Note:** Policy changes need to be approved by the appropriate committee or board before they are adopted

Final Improvement Projects

Rank	Location	Project Description
1	US 30 - from Eastland to SH 50	Reduce the Speed Limit
2	US 30 & Locust	Install left turn signals on US 30
3	Blue Lakes Blvd & Addison Ave	Additional Signing and Striping
4	US 93 - between SH 74 and Hollister	No Passing Zone at 3300N & 3400N
5	US 93 - between SH 74 and Hollister	Install additional passing lanes
6	US 30 & 3200 East (Hankins Rd)	Install a traffic signal in the future
7	SH 50	Turn lanes at 3600E & 3700E
8	Orchard Rd & South Washington St	Install a traffic signal in the future
9	US 93 - between SH 74 and Hollister	Re-grade hills south of 3400N and 3300N
10	SH 50 & 3800 East (Rock Creek Rd)	Widen intersection to improve turning
11	US 93 & 3700 North	Widen intersection to improve turning
12	US 30 & SH 50 (Red Cap Corner)	Install a traffic signal in the future
13	US 93 through Hollister	Investigate adding center turn lanes
14	US 30 & Rock Creek Rd.	Widen intersection to improve turning
15	SH 74 & South Washington St	Widen intersection to improve turning
16	Addison Ave & N Washington St	Add an additional turn lane
17	Blue Lakes Blvd & Addison Ave	Add 1 additional lane in each direction

For More Information

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